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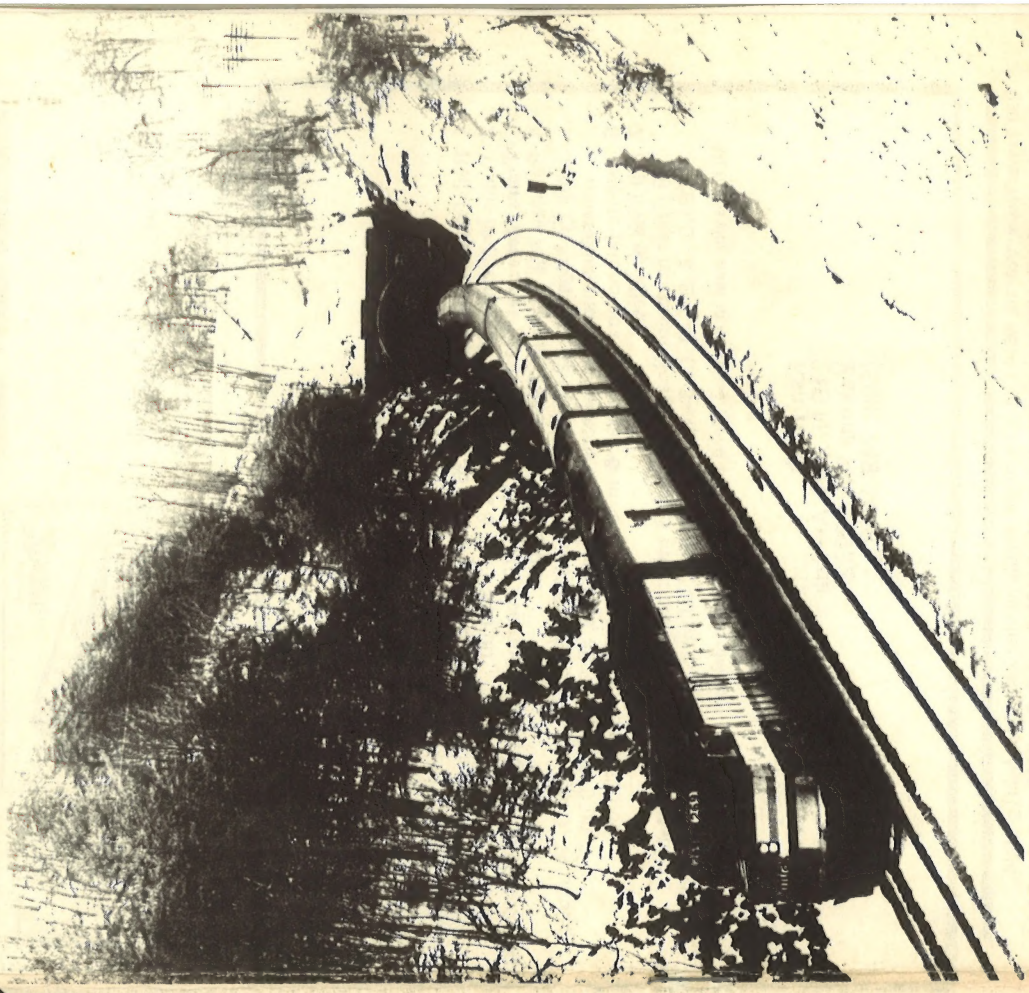
Readers Rate The Trains



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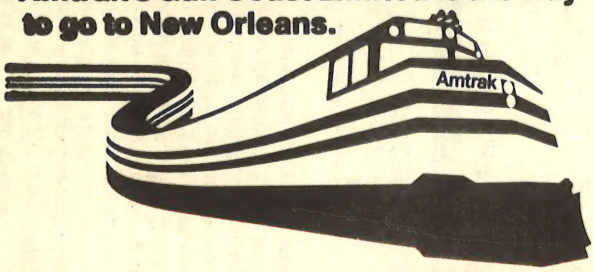

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ON THE COVER

Amtrak's eastbound CAPITOL LIMITED on the B&O main line near Paw Paw WV, emerging from Stuart Tunnel. This issue carries the report of the May 29 derailment of the eastbound CAPITOL near Connellsville PA. Our cover photo was taken on Feb 6, 1983, shortly before the dome cars were intoruced into the CAPITOL consists. Photo by Alex Mayes.

(Rear cover:) These graphics are from a current ad for the GULF COAST LIMITED, sponsored by the Alabama Bureau of Publicity and Information.

LETTERS

In RTN 291 you made a marvelous and fundamental definition: illuminating the difference between Amtrak's customers and constituents. And I salute your suggestion of removing Amtrak's offices from Washington to a central city in the "real world."

But I doubt if Amtrak's folks are likely to move. So, an alternate suggestion: Provide a coupld of true business cars for the Amtrak president and staff. Hook the cars onto various regularly-scheduled Amtrak trains, at least one third of the time. Today's satellite communications make this entirely practical. And besides adding perspective, it would have these benefits:

1) Top Amtrak people would learn, at first hand, how well their people, equipment and carrier railroads are performing.

2) Amtrak's president could invite Congressional and state politicos to ride along, thru their constituent territories. What an effective setting for lobbying Amtrak!

3) Amtrak's president could call on the presidents of carrier railroads when passing thru their territories.

The last point is important. In fact, the carrier railroads may be as important to Amtrak as its customers and constituents. They need to be lobbied, praised and admonished. Why not, for instance, monthly and annual Amtrak awards for the carrier railroads producing the best, and worst, performance?

Charles T. Newton
Del Mar, California

The greatest threat to the economic well-being of both Amtrak and rail mass transit is the perception on the part of too many Federal, state and local planners that only train riders are subsidized. RTN readers know differently, but we must start a concerted campaign to correct this impression. If the motorists paid their own way in full, gasoline taxes would rise to $1.50 or more per gallon, and real estate and sales taxes would decrease accordingly. As I serve on both county and state transit boards, I can assure you that much missionary work needs to be done to convince the planners, many of whom have highway orientation, that rail is a viable mode. To review the main points:

1) 75% of all driving is done on county roads and city streets, yet there has never been a means to funnel gas tax or registration fees into this vast infrastructure. The real value to localities is if these local road construction and maintenance costs were paid thru increased gasoline taxes, real estate and sales taxes would drop.

2) At least one-third of all police work involves traffic control (the autos' dispatching), yet again no highway user charges pay for any portion of the police structure. This also applies to state police work.

3) Snow removal benefits the highway user, yet is paid from general funds. Railroads spend a half-billion per year keeping the white stuff out of the way.

4) Signs and signals come from local budgets funded by non-auto use taxes.

5) Power for signals and traffic lights are also funded by local taxation.

6) Land removed from tax roles for highways cuts into the municipal and county tax base. Some indication of the immensity of this is the railroads' annual real estate tax bill is a half-billion dollars.

In addition, there are the intangibles. Two-thirds of all air pollution is caused by autos. Substantial salt- and oil-contaminated water runs off roads into local drinking water. Urban areas are rent asunder with freeways creating "Chinese walls."

Let us start a campaign to free trains from the misnomer of freeloaders.

William R. Wright
Cranford, New Jersey

Two other prominent passenger services were operated over the route of the new GULF COAST LIMITED in bygone days. Those trains were the CRESCENT LIMITED and PIEDMONT LIMITED, which ran between New York and New Orleans.

While some modern rail enthusiasts consider the current CRESCENT to be the premier train of the South, it is merely an iteration of the old SOUTHERNER, for years a coach-only Southern RAilway operation. The real CRESCENT LIMITED—the former all-Pullman train—operated between Atlanta and New Orleans via Montgomery, Mobile and the Gulf Coast which has traditionally supported more rail passenger service, save Birmingham, than the current "pseudo-CRESCENT route."

Ridership statistics for the GULF COAST clearly indicate this route has more potential for train ridership than the Amtrak CRESCENT route which plies the Mississippi and Alabama piney woods between the Crescent City and Birmingham.

The Tri-State Commission, and particularly the Alabama Legislature, is to be commended for recognizing the potential travel market between Birmingham, Montgomery, Mobile and the

Gulf Coast, and New Orleans in lieu of the "experts' " choice of the well-maintained but underpopulated Norfolk Southern route.

The Ant Hill Mob
Names withheld

I I can appreciate the real frustration of smokers like letter writer George Wheeler (RTN 290) when he says, "Good grief, fellow travelers, there is so much of a train now where smoking is not allowed." True enough, but consider the plight of non-smokers: we plainly and simply have no place to go on Amtrak because of the heavy smoke in the lounge. And staying in your sleeper is not the answer either. The wonderfully efficient Superliner air circulation system will blow smoke into every room in the car if even one cigarette is lit!

The problem of smokers and non-smokers is a difficult one. I don't envy Amtrak in trying to find an answer. Maybe the solution lies in building patronage up to the point where we can justify two lounges for each train!

Tim E. Burton
San Francisco, California

I I recently completed two of the best trips I've ever taken on Amtrak—CAPITOL LTD to Cumberland MD and CAL ZEPHYR Denver-Oakland.

I do believe that after 13 years Amtrak finally has its act together, at least on these two routes. Both trains were clean, on time, with friendly competent crews. The dome is a big plus—riders love them. Amtrak's CZ is probably as perfect a train as the corporation can run, and while it is not the old CZ, it is a very good operation.

Chris Cameron
Petaluma, California

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- Add a new service from the Bay Area to Sacramento, High Sierra resort areas, and Reno.
- Extend the **San Diegan** trains to the San Fernando Valley, Ventura and Santa Barbara.
- Restore direct service from San Francisco to Monterey.

The only thing missing is an organization that can pull together citizen and legislative support for these new train services.

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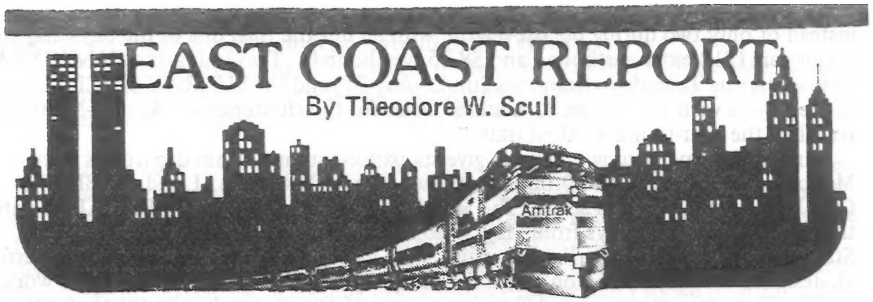

The devastating Jan 20 fire that knocked out commuter service into and out of Boston's North Station has considerably lengthened travel times and caused significant drops in MBTA ridership. The affected rail lines now terminate at several different locations for rapid transit connections. A higher percentage of longer-distance commuters are staying with their trains, while closer-in riders are using alternative routes.

Eugene Sullivan, director of MBTA operations, reported the following end-of-March results: The percent declines have been extrapolated from the weekly ridership figures -Eastern Line down 9%; Western Line down 16%; Main Line down 13%, and New Hampshire Line down 13%. It may be as late as Aug 1985 before North Station reopens.

On Apr 22 the Boston Globe Magazine carried a major story about the MBTA, lending some evidence to a brighter future for some "T" riders in the next five years. The four colored rapid transit lines were ranked as follows: 1) Orange Line, carrying 21% of all riders, very high marks. 2) Blue Line, the smallest ridership with only 8% of the total, a good rating. 3) Green Line, 32% of the total, a low rating because of the persistent problems with the LRV's. 4) Red Line, 39%, providing the worst service for the most riders. Red Line cars are gradually being rebuilt, and by 1986 some 58 new cars will come on line, allowing for the expansion of train consists from four to six cars. Platforms will have to be extended at all stations to handle the longer trains. Signals and power cables are being replaced. Thanks to Charles Bahne and Barry Steinberg for the MBTA items. Mr. Bahne has a May 16 article in the Boston Globe celebrating 150 years of rail passenger travel in the Boston area. On May 16, 1834, about 21 people boarded a Boston and Worcester Rail Road train, paying 37½ cents for the 8-mile, ½-hour trip to Newton Corner.

★★★

Moving down the Corridor into Metro-North territory, the additional weekend trains, effective Apr 29 and alluded to several issues ago, close some of the 2-hour gaps in the Grand Central-Brewster North schedules. Outbound there are now 14 Saturday Sunday and holiday trains instead of 11, and inbound 13 instead of 11. Journey times between end points (53 miles) have been cut by 6-7 minutes, and the memory departures times changed. The New Haven Line additions are limited to one inbound and outbound Sunday and holiday train that formerly operated only on Saturday.

Commuter Express, a free newspaper for Metro-North riders, premiered on Apr 30. The bi-weekly, from May 21, is aimed at the 80,000-member captive audience of daily riders who spend an average of 12% of their waking hours riding the train, according to the paper's founder/publisher Frances Freeman-Dorf, a New Haven Line rider.

Some of the articles in the first issue, which also carried considerable advertising, included the long-running gin games on the train from Westport, now to use Grand Central's myriad of tunnels to keep dry, suggestions for day outings, the price war among the photo booths at GCT, and the current construction chaos at Stamford Station. In a letter from the publisher, Freeman-Dorf asked readers for contributions of items for her new paper.

★★★

On the Long Island Rail Road, the May 21 schedule changes brought the return of summertime express trains to and from the East End. On Friday afternoons, running thru Sep 7 or Oct 19, there are six afternoon departures to the Hamptons and Montauk,

instead of only two during the off-season, with all but the final one of the day carrying parlor cars ($12 extra eastbound and $8.75 westbound). Two trains, the CANNONBALL (also operating Thursday afternoons Jun 28-Aug 31) and the SUNRISE SPECIAL, have limited stops with the former 32 minutes faster for the Hunterspoint Avenue-Montauk trip than the year-round 4:30pm train.

Similar Sunday evening schedules give six parlor-equipped train departures from Montauk between 3:40 and 9:06pm with two, the CANNONBALL and the BEACH-COMBER, making limited stops. The Monday-only WALL STREET SPECIAL operates thru Oct 22 (also Tuesdays from May 29 to Sep 4), with passengers arriving at Penn Station at 10:04am. An earlier departure, with parlor, has a 9:11am Penn Station arrival, designed for those who don't own the company and must put in a full day's work.

The Thursday afternoon and Tuesday morning fast trains make allowances for those who can arrange 4-day work weeks in the summermonths.

The Babylon Branch sees many additional trains to handle the weekend summertime beach crowds. A special $8.50 Jones Beach Special, Jun 23-Labor Day, includes round-trip train fare from New York or Brooklyn to Freeport, bus connection tothe beach, and admission to the dressing rooms or lockers and swimming pool. This rate is only one dollar more than the off-peak round-trip train fare. With the additional trips, there are, for instance, four trains an hour from Freeport back to the city between 5 and 8pm with six trains originating at Freeport for the 36 to 43-minute trip. In addition, the Long Beach Branch has added weekend service, and a parlor car operates on one train to Greenport, Fridays only.

The LIRR's one-day summer trips, weekdays and weekends, began operating Jun 3, with this year's tour prices $23-35 including rail, bus and boat transportation, lunch or dinner and all admissions. Destinations are Famous Homes and Gardens, cruises of the Great South Bay, Bridgeport Ferry Tour, etc. Deluxe tours to Montauk, Shelter Island and the Hamptons will begin later in June, but at this writing the brochure is not available. For the two brochures, write TOURS, Customer Sales Dept., Long Island Rail Road, Jamaica NY 11435. I'll report on one when I have taken an LIRR tour.

★★★

Skipping thru the city to New Jersey Transit, the North Jersey Coast Line gets a fast summer weekend train operating from Newark, at 8:40am Saturdays and 8:10am Sundays, skipping up to 13 normal stops, running non-stop to Long Branch and saving 17 minutes on the complete run to Bay Head Junction. There is a similar Sunday evening express leaving Bay Head at 6:51pm, tho the Saturday express leaves at the rather late hour of 10:07pm.

Both the New York Times and the Post carried ads for a NJ Transit Shore Guide that uses its buses and trains to get to the resorts, and I shall report on this when it comes in the mail. This is the first time that I have seen a commuter railroad in this area publicly advertise in the print media anything that promotes off-peak travel.

Evenign rush-hour service on this line received a lot of schedule adjustments.

On the Northeast Corridor Line, NJT extended nearly all its off-peak Jersey Avenue trains to operate to and from Trenton, giving the state capital half-hourly service.

A recent weekend trip in a new Arrow III car took only 10 minutes between Penn Station and Newark, tho the schedule called for 14. The pale-orange and black high-back seating is most attractive. The return trip was considerably longer, because a woman passenger refused to pay an extra 80-cent fare that the conductor requested. The police arrived to take her off the train, but she yelled out that they would have to carry her out. When her daughter began to cry, another conductor paid the fare, and the train left for New York.

★★★

In Philadelphia, SEPTA pass holders can turn in their expired May TransPass or TrailPass for $2 discount off one of the three Philadelphia Stars' football games in June, at Veterans Stadium, reached via the Broad STreet subway.

SEPTA's General Manager Joseph Mack proposes to slightly increase transit fares to cover rising electricity charges and insurance claim costs. However, new rail commuters will be wooed by price reductions in the monthly TrailPasses. When the

center city tunnel opens later this summer, special "Anywhere Fares" arebeing considered for travel between any two stations on the system.

SEPTA is offering Spring Bus Rambles to five locations that include New Hope, Longwood Gardens and Valley Forge. The round-trip bus fare is $7-8. Call 734-3880 for reservations. Thanks to Howard Bender for these items.

★★★

On a trip back from a day in the Bronx, by chance I got my first ride on the new Japanese-built subway train called locally "The Silver Fox", boarding the IRT no. 4 at the West Kingsbridge Road elevated station. It was a delight to ride on a completely graffiti-free train for the very first time in years. The acceleration is noticeably faster and the braking smoother. On the express tracks from 125th Street to 86th Street, we hit 60-65mph, according to the subway motorman I spoke to after getting off, feeling quite exhilirated. He was worried that he would now arrive at Grand Central ahead of schedule and receive the wrath of the dispatcher there for speeding! So we continued talking for another minute in the station, and he told me that this train had been tested up to 90mph. Shades of the film "Pelham One-Two-Three."

According to a TA employee, "The Silver Fox" and the first freshly-painted dark red Flushing Line trains get yanked from service if there are any graffiti found. And there are all sorts of employee regulations about protecting the trains from vandals when not operating. Apparently, this is the way TA President David Gunn began when he set out to solve Philadelphia's graffiti problem. He wants full cooperation from the Transit Authority police, but their spokesman has placed fighting crime as their highest priority.

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RAIL CANADA

THE PANORAMA MADE its first run on June 3, and as Transportation Minister Lloyd Axworthy prepared to board the first train at Winnipeg he officially announced that Edmonton-Vancouver service will be restored in the fall of 1985. The service will be tri-weekly, running on opposite days from the Edmonton-Prince Rupert train, the SKEENA. Thus, from Winnipeg there will be service to Prince Rupert tri-weekly, to Vancouver tri-weekly, and only to Edmonton one day per week. The announcement also made reference to a re-scheduling of the transcontinental service, but it was not clear whether that meant a return to three-night-out scheduling.

CANADIAN NATIONAL'S NEW Board Chairman is Bettie Hewes, who was an Alderman from Edmonton, a member of the Liberal party. As the first woman to hold this position, she brings to it an orientation toward progress in urban transportation. Her name was proposed for the position by Transport Minister Axworthy at a recent VIA Rail conference.

NEW GOVERNOR GENERAL of Canada is a woman, Jeanne Sauvé, former speaker of the House of Commons. She is a rail travel enthusiast, and dislikes flying. She reportedly expects to use available official private cars for most of her travel around the country. The post of Governor General is largely a symbolic one, but does grant certain powers, such as the ability to call for elections.

VIA RAIL CANADA'S summer system timetable, presumably to be dated effective June 3, was not available on that date.

VIA RAIL PRESIDENT Pierre Franche on Mar 31 presented a brief to the Standing Committee on Transport and Communications, Senate of Canada, and VIA published the complete brief on May 29. (VIA must consider it important, for they sent RTN five copies of it.) In the talk, Franche laid out his philosophy of the role and operations of VIA. For new equipment, Franche recommended the following: (1) for intercity and remote services in Western and Atlantic Canada, "a Canadian-designed and manufactured train, with a number of variations in coaches, to accommodate the particular needs of those light-density services." (2) for Eastern and Western Transcontinentals, "a variation of that basic prototype train, tailored to the specific needs of those services". (3) in the Quebec-Windsor Corridor, on the Montreal-Ottawa-Toronto spine, "very high-speed electric trains, on dedicated tracks". (4) In the Corridor, outside the spine, LRCs. Franche also noted that "we might see an adaptation of LRC coaches running on the spine, tailored to this new use." See also Quotes of the Week, p. 20.

THE MARITIME SERVICES ticketing and reservation system will be altered, effective June 3 to avoid packing trains with standees. Gilles Dufault, VIA Atlantic VP, said in a May 23 announcement that the system will work like this: On the OCEAN and on any services between Halifax-Port Hawkesbury and Sydney, reservations will be required and tickets must be purchased in advance. On railiner services between Halifax-Fredericton and Moncton-Campbellton, tickets will have to be purchased in advance as seats will be allocated on a first-come, first-served basis.

EFFECTIVE APR 29, VIA trains 159-160-161-162-163-164 began operating to and from Montreal's Central Station, not Windsor Station as previously. These trains no longer stop at Westmount, Montreal West, or Park Avenue. They do stop at Mt. Royal.

VIA TRAIN 64, the Rapido MERIDIAN, arrived Montreal 3hrs, 45mins late on May 20 because of engine failure, and connecting train 14, the OCEAN, was held 2hrs, 47 mins for the MERIDIAN. Engine units 6914 (an LRC unit) and 6620 (a standard diesel B unit), gave problems, dying and refusing to operate in unison. A freight engine was finally added near Cobourg to power the stricken train.

ALGOMA CENTRAL RAILWAY denies the rumor that it might discontinue its Agawa Canyon tour train.

URBAN-SUBURBAN TRANSIT

Sunday, May 20 was opening day for the Miami Metro system, and free rides were offered all day long. The system operators ran four 4-car trains to handle the crowds, but by noon they were forced to lengthen each train to six cars because of the press of first-time riders. The day was an 11-mile long block party, as the Miami Herald put it. Between 100,000 and 150,000 people jammed the transit system on Sunday. Operations went quite smoothly, altho there were a few power losses and train delays. The first-time passengers seemed to take them in stride, however.

The next day, Monday, May 21 was the first day of revenue operation, and a bigger test for the system. Paying passengers totalled about 3500 that day, for a total of 7028 trips (and revenue collection of $7028). Projected ridership had been 3000, for 6000 trips, and thus first-day patronage exceeded expectations.

There were no breakdowns at all on the first revenue day, and parking lots were only partially filled. Four teenagers were arrested for scrawling graffiti on pillars at University Station.

The first paying passenger on the system was a former New Yorker, Michael Katen, age 72. He said he was also the first person to cross the George Washington Bridge in New York. Here's how the tally of riders went at each of the system's ten stations on Monday: Dadeland South 1565; Dadeland North 621; South Miami 380; University 552; Douglas Road 394; Coconut Grove 314; Vizcaya 237; Brickell 459; Government Center 2228; and Overtown 278. Officials expect patronage to take a big leap when the Civic Center Station is opened.

Fares are paid at fare collection machines at turnstiles. The machines accept any coins except pennies and half-dollars. They do not accept paper money, nor do they give change. The basic fare is $1.00. Fare collection was reportedly the most serious

(continued on page 19)

Readers Rate The Trains

1——2——3——4——5——6——7——8——9

Extremely poor — Average, acceptable — Extremely good

Long Distance Trains

	A. Overall rating	B. Operating crew	C. Dining crew	D. Lounge crew	E. Food quality	F. Car condition (mechanical)	G. Car cleanliness	H. Track condition	I. Scheduling	J. Station condition	K. Type of cars—appropriate?	Rank in survey
SILVER STAR	7.9	7.5	6.5	7.7	7.5	7.8	8.3	8.2	7.9	7.1	7.7	1
EAGLE	7.9	7.7	7.6	7.2	7.6	8.1	8.3	7.6	7.7	5.7	9.0	2
EMPIRE BUILDER	7.8	8.0	6.8	7.2	7.5	7.2	8.2	5.8	7.6	7.1	8.4	3
PIONEER	7.7	8.1	7.2	6.6	5.3	8.5	8.2	8.0	7.0	6.7	7.2	4
BROADWAY LIMITED	7.7	8.2	7.2	7.0	7.0	8.0	7.7	7.3	7.6	4.7	8.0	5
SUNSET LIMITED	7.6	7.8	6.5	6.5	7.0	7.9	8.4	7.8	7.6	7.6	8.4	6
CAPITOL LIMITED	7.3	7.9	5.3	5.7	5.1	7.0	7.1	6.0	6.3	7.0	7.4	7
SOUTHWEST LIMITED	7.2	7.0	7.3	7.4	6.6	6.4	7.0	6.9	6.9	6.1	7.4	8
CRESCENT	7.2	7.0	5.9	7.4	7.1	7.5	7.8	7.9	7.3	6.1	8.0	9
COAST STARLIGHT	7.2	6.5	7.0	6.5	6.2	7.0	6.9	6.3	7.2	6.7	7.7	10
PALMETTO	7.1	7.1	--	6.5	3.4	6.8	5.1	7.8	7.4	7.1	6.4	11
SILVER METEOR	7.0	6.9	5.1	3.9	5.0	6.2	7.1	8.0	8.0	5.4	7.2	12
CALIFORNIA ZEPHYR	7.0	7.2	6.3	5.5	6.1	6.6	7.0	7.0	6.4	6.9	7.8	13
LAKE SHORE LIMITED	6.7	7.1	6.3	6.4	5.7	6.4	6.6	7.1	6.0	5.8	7.6	14
CARDINAL	6.5	8.6	5.8	6.4	4.9	6.4	6.9	7.2	7.0	5.7	6.0	15
ADIRONDACK	6.4	7.4	7.4	7.0	5.2	6.9	7.4	4.1	5.9	6.0	7.9	16
DESERT WIND	6.2	7.6	4.7	6.0	6.1	7.3	7.6	6.9	5.3	5.8	7.2	17
MONTREALER	6.2	4.8	7.0	7.0	4.5	6.5	7.2	5.8	6.7	4.7	7.2	17
	A	B	C	D	E	F	G	H	I	J	K	

AN INVISIBLE WINNER appears—or rather, doesn't appear—in the results of RTN's tenth Reader Train Rating Survey shown above. This survey covers the period of Oct 30, 1983 thru Apr 28, 1984. (See the First January 1984 issue, RTN 283, for the results from the ninth survey.)

The invisible winner that should appear in the above table is Amtrak's AUTO TRAIN. The AUTO TRAIN was receiving extremely high ratings from RTN readers, which would clearly have elevated it to the highest-rated train in the long distance category. Unfortunately, RTN did not receive enough ratings for the AUTO TRAIN to include it in the final tally. If other trains you are looking for do not appear in our tables, it was also because we didn't receive enough ratings for them.

We wish to thank all those readers who submitted their ratings of the trains they rode during this survey period. On page 23 you will find a rating form that you can use now, for trips taken after April 28. You need not use the form we provide, however; you can make up your own form as long as you follow our general directions. But please send your ratings on separate sheets of paper from any other editorial or business correspondence to RTN.

E. Hines

Short Distance Trains

	A. Overall rating	B. Operating crew	C. Dining crew	D. Lounge crew	E. Food quality	F. Car condition (mechanical)	G. Car cleanliness	H. Track condition	I. Scheduling	J. Station condition	K. Type of cars—appropriate?	Rank in survey
ANN RUTLEDGE	7.7	8.0	8.3	4.8	7.0	7.4	6.4	7.0	8.6	5.9	8.6	1
THE MULES	7.6	8.2	8.0	8.6	7.7	7.7	7.3	6.7	8.5	4.3	6.2	2
PENNSYLVANIAN	7.6	8.3	8.1	8.5	6.0	7.0	8.2	7.9	7.9	7.6	7.9	2
METROLINER SERVICE	7.5	7.4	7.1	4.2	6.3	8.4	8.3	4.7	6.9	6.2	8.5	4
ILLINOIS ZEPHYR	7.5	7.9	--	6.5	5.8	5.1	6.0	5.7	7.5	5.7	5.1	4
SAN JOAQUINS	7.3	8.1	8.4	6.5	7.3	7.6	7.9	7.5	7.6	7.3	6.0	6
SAN DIEGANS	7.2	6.6	5.7	6.4	6.6	7.2	6.8	6.9	8.0	6.8	7.8	7
MAPLE LEAF	6.8	8.0	6.5	6.4	6.2	6.7	6.9	8.0	6.3	7.0	6.2	8
COLONIAL	6.7	7.6	7.4	8.2	6.2	6.9	6.5	7.0	7.0	6.9	6.8	9
Detroit Trains	6.5	6.5	6.0	5.3	3.3	4.3	3.3	8.8	4.3	7.3	7.0	10
NEC Amfleet	6.2	5.7	6.0	5.6	5.0	6.4	7.1	7.4	7.4	5.8	7.0	11
INTERNATIONAL	4.3	6.1	--	6.9	6.5	3.3	4.8	5.7	3.1	4.0	3.1	12
Canadian Trains	A	B	C	D	E	F	G	H	I	J	K	
CANADIAN	7.0	7.8	5.7	5.5	5.5	6.5	7.0	7.5	6.8	7.5	8.0	1
SKEENA	6.5	7.4	7.1	6.5	6.6	6.4	5.9	7.1	5.5	6.2	6.2	2

As you see, our results appear in three categories: long distance, short distance, and Canadian trains. The last column in each table gives the rank of each train within its category, ranked on the basis of category A, Overall Impression. While it is possible to rank the trains in other ways, we follow this practice for consistency.

The winner in the long distance cagegory is the SILVER STAR, which edged out the EAGLE by a minuscule margin (the ratings of Overall Impression in the table look the same because they are carried out to only one decimal place). The surprise here is the big leap taken by the EAGLE, which was ranked 19th in our last survey. Clearly the improvements Amtrak has made in that train have been recognized and appreciated by its patrons.

In short distance, the ANN RUTLEDGE is a surprise winner, with an overall rating of 7.7. The train ranked 8th in our last survey.

For Canadian trains, the CANADIAN still receives high marks, tho it has slipped a bit, mostly in the dining categories.

In general, the results of the survey reflect an overall improvement in Amtrak trains in the past six months. For long distance trains, the average rating of Overall Impression has risen from 6.8 to 7.1. For short distance, the average rating has remained the same, altho there are now three trains rated above 7.5, while there were none before. (However, now we also have one train, the INTERNATIONAL, receiving a below-average rating of 4.3; it was rated 6.0 in our previous survey.)

We are always pleased to receive your comments on specific trains along with your ratings, and we will publish in a future issue readers' comments on the trains in this survey.

On the Louisiana World's Fair Daylight

BY PETER PUTNAM BRETZ

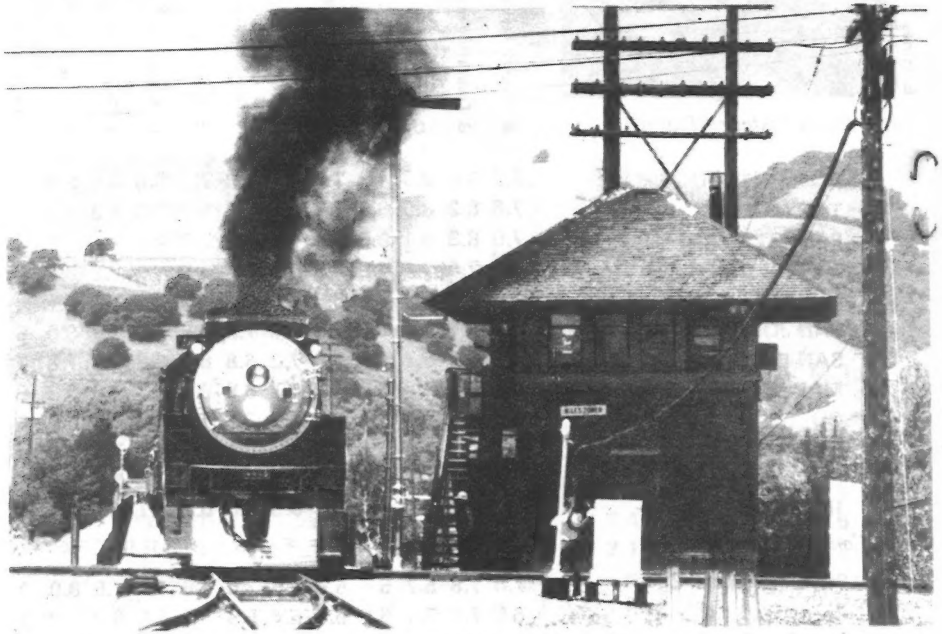


Photo Captions: (Above) The Louisiana World's Fair Daylight passes Niles Tower on the SP's Milpitas line. The train is crossing at right angles the Union Pacific (former Western Pacific) line.

(Page 13) The Daylight emerges from Paul Avenue tunnel on the SP/Caltrans Peninsula commute line in San Francisco. The train was northbound into S.F. at this point, on May 8, preceding two days on display in the City.

Photos by the author.

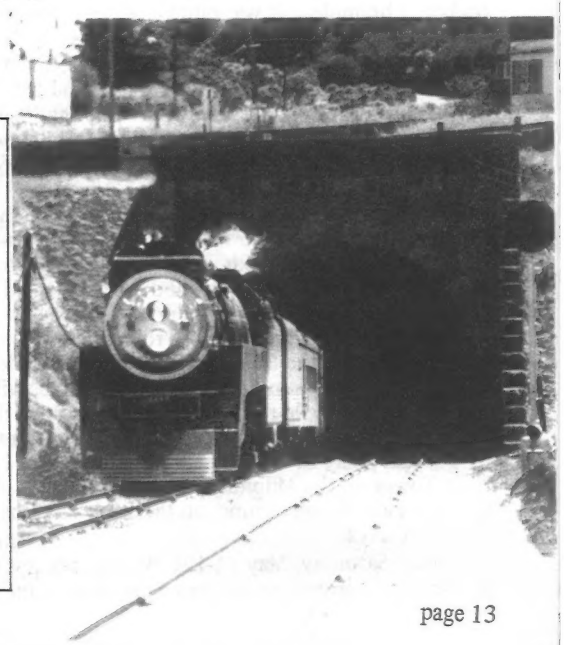
Even a year ago, if anyone had said that the 4449 steam engine would pull a 13-car train completely painted in Daylight colors, he would not have been believed. Nevertheless, such a dream is now true. The whole operation of the "Louisiana World's Fair Daylight", bringing the famed 4449 from Portland OR to New Orleans during the World's Fair run, was done on a simple excuse: to promote the state of Oregon at the Fair—and so the train ran.

Many groups did hard work and made generous contributions, especially the Pacific Northwest Chapter, NRHS. Southern Pacific Transportation Co. Chairman McNear said "Yes,", but it was up to Robert Krebbs, President of SPTC, to say, in effect, "If we are going to do it, let's do it right." And, yes, they *did* do it right!

This reporter "chased" the train from Albany OR all the way to San Francisco, then rode the "Daylight" at $140 full fare into Los Angeles, then chased a little bit east of there. Our experiences follow:

We first saw the train at Hallawell OR, milepost 688. And there it came, 70mph, flashing mars light and a white plume behind. Thrilling! Cameras clicked, and there were oohs and aahs from observers. It was good to hear that low-pitched steamboat whistle sounding off again. On previous runs, the 4449 was equipped with a higher-pitched, better-sounding whistle, but this trip—at least to Los Angeles—it was never used. And we heard the air horn only once—just outside of Berkeley. The observation car whizzed past, and...yes, the neon sign on the rear told the world that the "Daylight" had just passed.

Our next setup was past Eugene, at Jasper OR, alongside a large horse pasture. We waited while the sun, rain and clouds played tag with each other. Horses and trees framed the "Daylight's" passing. Motorcading or "chasing" has its good and bad points. One can capture excellent vantage points not available to train riders, but reaching some locations is chancy, with a zillion other driver-photographers trying the same tning. Carefully chosen and checked-out places don't always work, as the pack usually moves at the rate of the train. Or the roadway is clear, but the train moves too fast and we can't keep up.



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So we hunt for new spots. "Oh, oh. The pack is veering off down that dirt road. Should we follow?" Sometimes they are wrong. It helps to have a scanner and CB radio hookup, but we worked silent, relying on others.

A helper was added to the train at Oakridge, so diesel roar mixed with steam exhaust sounds echoed in the trees at Salt Creek Bridge over highway 58 as the "Daylight" went by. The helper was engine 7399 painted in Daylight colors! It came off at Cascade Summit, racing by our location at Crescent Lake about 20 minutes ahead of the 4449.

The locomotive's train number board did not read "X4449" as on previous trips, but "9" for the southbound SHASTA DAYLIGHT. Later on, we noticed "250" on the Milpitas freight-only line. From San Francisco east it wore "98" for the COAST DAYLIGHT, then "52" Oakland to Fresno for the SAN JOAQUIN DAYLIGHT. East of Fresno it was "1-52", and out of L.A. the number board read "4" for the GOLDEN STATE LIMITED.

At Chiloquin OR we prepared a nice camera angle for the low sun to pick up the train colors, with a couple of horses grazing in the foreground. Unfortunately, as the whistle sounded, the horses bolted and there went the shot. Quickly we tried to get ahead of the train for nice Upper Klamath Lake views, but an Oregon Highway Patrol car kept the pack down to 55 and the train went into the distance.

We reached our Klamath Falls motel just as a mob of passengers from the train showed up in a bus! Seems we had booked where most passengers and crew stayed. The Cimarron Motel was sold out, with hardly a car in the parking lot. Prime rib at the Stockman's Cafe settled us down.

Sunday, May 6: Up in time to go to our location at Worden, beside a reflecting pond between the railroad and the highway. Many others had the same idea, and we kept abreast of the train's progress by scanner: "...squark...Extra 4449 west, highball Klamath Falls...." The 7399 came by light, giving good reflections. But when the train showed up, the wind had whipped the water and the reflections disappeared. Later, another railfan said he was at the south end of the pond and got mirror views.

The chase continued down highway 97 behind CHP cars and many other autos, with the train's passing presence marked by wisps of black smoke up ahead. A photorun was staged at Kegg (inaccessible to motorcaders), allowing us to drive beyond, take a dirt road along the tracks to a place overlooking Andesite CA. A very broad, sweeping vista welcomed us, with Mt. Shasta looming up behind. We scrambled up a hill among deer trails and brambles. It was quite a while we waited, with only the wind and the singing of the telegraph wires. Finally, along came the "Daylight." We got close pictures, but distant shots were marred by a freight train in the passing siding.

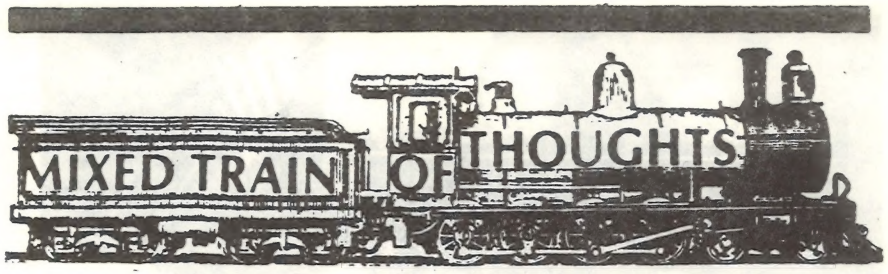
At Black Butte, the train took water, and the 7399 attached again for braking power down to Dunsmuir. After that, the "Daylight" slowly made its way down the Valley sub-division along the Sacramento River, while motorcaders followed all the way. The CHP tried to prevent drivers from doing crazy things, and were generally successful, there being fewer cars than in 1981. Driving past a vantage point, we spotted some railfans leaving their car and running across the Interstate, leaping the concrete center divider and racing over to take pictures. We learned later that the CHP forced them to walk a mile back to an exit, cross the highway on the bridge, and walk back to their car. It took about 40 minutes and it served them right.

Along the East Valley, wonderful pacing shots and games of horizontal leapfrog were played on a parallel county road above Chico and along towards Marysville. A CHP officer rode the train and spotted motorcaders' driving violations, compiling a long list of license numbers. We arrived in Roseville just after the "Daylight" left, and saw hordes of people retrieving flattened coins off the track. We drove to Sacramento and arrived just as the train did. Some friends saw themselves on TV that night.

Tuesday, May 8: We chased the train to San Francisco, obtaining good shots at Niles Tower on the Milpitas line. We found a final location as the "Daylight" clattered thru the Paul Avenue tunnel on the Peninsula line before resting at 4th and King for a couple of days.

Friday-Saturday, May 11-12: We actually got to ride the "Daylight" to Los Angeles. Scores of prominent railfans were aboard, including many recognizable faces from

(continued on page 21)



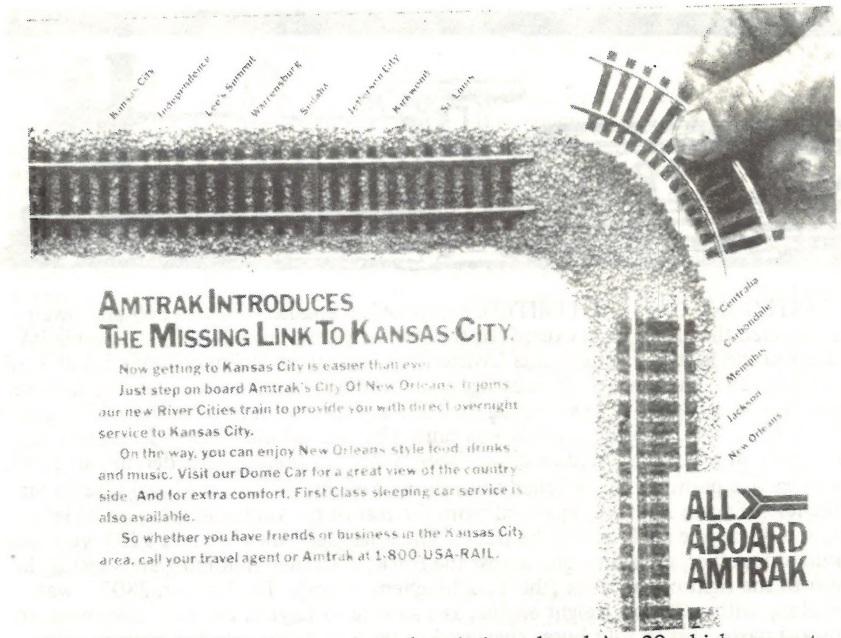
EASTBOUND CAPITOL LIMITED, composed of engines 277 and 369 and seven cars, derailed the entire train except for the last car (Amlounge 28022) at Lavenia PA, on the Chessie System Pennsylvania Division 8.9 miles west of Connellsville PA at 7:15 am on May 29. There were 145 passengers on the train, and 24 were reported to have minor injuries. Train 440 was running thru a heavy rainstorm (temperature 55 degrees) at the time of the derailment, which was caused by washed-out tracks. Reporters said that a gully of rainwater could be clearly seen under the tracks at the derailment point. A wire service photo of the wrecked train showed engine 277 derailed and tilted a bit to the left. Engine 369 was separated from the rest of the train and lying on its left side, at a 45-degree angle across the track. Then baggage cars 1233 and 1205 were seen jacknifed together, at right angles across the track, with their adjoining ends resting in a river to the right of the track (the Youghiogheny River). The last car, 28022, was used along with a Chessie freight engine, as a shuttle to Layton PA, two miles west, to transport passengers to four buses chartered to take them to their destinations. The westbound train 441 was annulled between Washington and Pittsburgh, and four buses took its place from Washington to Harrisburg for connection to train 41, and one bus Washington to Pittsburgh for local stops. The derailed train was reportedly not running its dome and food service cars. Equipment damage was placed at $743,000. All equipment was rerailed by 1:45am May 30. As of May 30, three people were still hospitalized: the engineer, one passenger, and one Amtrak employee; but the former two were discharged that day. Total delay to passengers due to the wreck was 443 minutes.....

★★★

AMTRAK'S ROUTE ACTIONS TASK FORCE, the 7-member Amtrak panel that is making recommendations about specific route changes and improvements to improve Amtrak's financial performance, has recommended that Chicago-Milwaukee receive another roundtrip frequency, reports the Wisconsin ARP. Debbie Marciniak, Amtrak Midwest Manager for Corporate Communications, reportedly said "The additional frequency is a proposed change for the October timetable, and we're currently doing the financial studies necessary to see if it would be successful." Marciniak said that revenues had improved in the corridor since the April timetable changes, which presumably would make an added frequency more likely. WisARP reported that Amtrak president Claytor had found that additional service for the April timetable change would not meet "economic standards." Claytor said in an Apr 27 letter that he felt the Apr 29 schedule for the corridor "represents the best compromise between conflicting requirements." The conflict was between good local service and close connections to all long distance trains...

★★★

GULF COAST LIMITED has been attracting "impressive loads", according to a report from NARP. On May 23, a Wednesday, the train unloaded 262 passengers at New Orleans. On May 26, a Saturday, 459 people rode the train into New Orleans. The introductory roundtrip fare on the train has been extended for sale thru June 30, and for use thru July 29 (except for July 4). NARP reported some bad news about the train: Alabama Governor George Wallace at the end of May vetoed funds passed by the state legislature that would have been used to continue the train into 1985.....



THE RIVER CITIES, the new Amtrak train introduced Apr 29 which connects from Kansas City and St. Louis with the CITY OF NEW ORLEANS, is being promoted in part by the above ad along the route of the CITY.....

WEST SIDE CONNECTION in New York City is threatened, NARP said, by New York bureaucrats who want more control over Penn Station before granting Amtrak the right to continue the tunneling operation. NARP was asking New York residents to telephone the Mayor's office at once, or the Office of Franchise, and urge them to reach an agreement quickly with Amtrak, because if the dispute is not settled before June 15, the project could die, due to the loss of a low-cost contractor.....

AMTRAK STATION DEDICATIONS: Wilmington DE station re-dedication June 8; new Galesburg IL station on the BN June 9 (at the beginning of the annual Railroad Days Festival; Tacoma WA station June 15.....

★★★

THE NORTH STAR will have enough funding to continue thru the calendar year 1984, reports MinnARP, since the state legislature released $400,000 of FY 85 funds to use in the present fiscal year. The train will have a $27 Monday-Thursday roundtrip fare from May thru October. MinnARP complains that the NORTH STAR's on-time performance is presently poor because the BN has abandoned a bridge that the train used between Superior and Duluth, necessitating a re-routing onto a line of poor track with slow speeds and many hand-thrown switches. MinnARP has asked the state DOT to seek a re-routing of the train off this slow line.....

★★★

THE INLAND ROUTE, the Washington to Boston via Springfield MA line, seems very likely to receive one roundtrip train starting with the Oct 28 timetable change. Amtrak VP Tim Gardner told NARP director Kevin Gregoire that Amtrak is seriously interested in this, and Amtrak president Graham Claytor wrote NARP on May 25 that he is hopeful that problems can be worked out so the runs can begin. Gardner said that Amtrak would be interested in adding more beyond the single roundtrip if finances work out well. Conrail has postponed single-tracking of the Boston-Albany main line.....

THE 50th ANNIVERSARY of the PIONEER ZEPHYR's first run was May 26. That day the eastbound CAL ZEPHYR stopped at Sandwich IL to pick up the last surviving crewman of the historic train and take him to Chicago, where the Museum of Science and Industry opens a 4-month exhibition, "A Celebration of Railroading".....

John Riley Richard A. Geist Robert Blanchette

HIGH SPEED RAIL ASSOCIATION held its first annual meeting in Philadelphia May 16-18. Pennsylvania State Representative Richard A. Geist of Altoona was the first recipient of the association's annual outstanding achievement award. Geist is chairman of both the Pennsylvania High Speed Intercity Rail Passenger Commission and the five-state High Speed Rail Compact. He is serving his third 2-year term in the PA General Assembly. In presenting the award, HSRA President Robert Blanchette said, "In a fundamental way, Rick Geist has advanced the cause of the industry and transportation mode we call high speed rail..." Blanchette, who is also president and CEO of the TGV Company, a firm promoting French high speed rail technology, cited Geist's tireless efforts and his leadership role in bringing high speed rail to America. The convention's keynote address was given by FRA Administrator John Riley, who said that "High speed rail can be done, and I think it is going to happen." Riley pledged the FRA's help in planning systems, but he cautioned that the Federal Government could not offer construction money. U.S. Representative Dan Glickman, chairman of the Transportation Subcommittee of the House Science and Technology Committee, said high speed rail should concentrate on research and development and should be part of our nation's reindustrialization process along with high tech growth and revitalizing the steel industry. He said the Federal Government, thru Congress, might provide Federal loan guarantees for individual projects in the future. Amtrak is "not the one to lead the way to a new rail technology in America," Rep. Glickman said, "because Amtrak is not well-liked on Capitol Hill." Congressman Joseph Kolter of Beaver PA predicted that his bill to give Federal recognition to the 5-state Compact would go to the Senate within a few weeks.....

TACOMA, WASHINGTON STATION dedication June 15 marks a shift from the 73-year old Tacoma Union Station, and WashARP members are actively trying to save the historic structure so it can be used for another purpose. But they are pleased at the move to a new station, because it will mean elimination of a lengthy 10mph speed restriction thru the old station. The new building is at 1001 Puyallup Avenue. WashARP reports it is heavily landscaped and has two ticket windows and a PA system that can be heard out on the platform. There is a bus stop in front of the station. WashARP, hoping for faster train speeds in the state, recently informed Amtrak president Claytor of grade crossing improvements that BN had made, and Amtrak sent inspectors in March to look at the Seattle-Portland route. They said they found some places where times could be improved, but that dramatic changes would not be in the offing because of the generally curving nature of the line. After a multi-year tie upgrading project is completed, BN may agree to a general speed limit increase, WashARP said. The Association's Board of Directors on Apr 14 voted to recommend that Amtrak seek a half-hour reduction in running time Seattle-Portland without eliminating any stops. The Board also wants to see the reinstatement of Seattle-Vancouver service in time for Expo '86, and will work with Transport 2000 people on that project.....

ALL ABOARD AMERICA Fares have now sold over a million tickets, Amtrak said on June 1. The summer rates now in effect for travel thru Oct 2 (for sale thru Sep 3) are $175 for one region, $250 for two regions, and $325 for three regions (or coast to coast). The fares allow a stopover in each direction in addition to the destination, and return may be made by an alternate routing. Fares for children 2-11, accompanied by an adult, are half the adult fares.....

SANTA FE RAILWAY has fired three employees and demoted a fourth, who are the principals in the Venango River Corp., which is attempting to buy the South Shore Line. The Santa Fe felt that the business deal conflicted with their responsibilities at the railway. However, the four said they were going to resign when the business deal went thru, and felt that Santa Fe was merely embarrassed that it didn't know about the deal in the making. Venango River Corp. won out over other bidders for the South Shore, including the Northern Indiana Commuter Transportation District.....

HIGH-SPEED RAIL BILL passed the Florida House on May 30 and was sent to Gov. Bob Graham for his signature. The bill creates a commission to select a private company to build and operate a high-speed passenger rail line connecting Orlando, Tampa and Miami.....

★★★

TROUBLE IN ST. PETERSBURG: The Senate has voted differently from the House, and has refused to legislate restoration of Amtrak service to St. Petersburg and Clearwater FL. Kevin Gregoire reports in the Depot Street Journal that Amtrak is no longer maintaining cars at Tampa. It quit after an employee lost a thumb chaning a wheel at the "makeshift maintenance area" at Tampa. The maintenance site at St. Pete can't be used, since Amtrak pulled trains out of there. Now workers at Tampa have charged that unsafe cars are being sent from there, as they are maintained only in New York now.....

BOSTON-HYANNIS RAIL passenger service may start June 30 if the Massachusetts legislature approves the proposal of theCape Cod and Hyannis Railroad Co. which seeks to run two vintage trains between May and October this year and next.....

OFFICIAL RAILWAY GUIDE–North American Travel Edition marks its tenth anniversary this month. Single copies of the Guide are available at $18 from National Railway Publication Co., 424 West 33rd St., New York NY 10001.....

THE CONNECTICUT RIVER had its worst floods in 50 yearsat the end of May, with heavy rainfall. This was brought on by the decision of an RTN staff member to go home for a vacation there (if you're reading this, come back!). Amtrak service had to be suspended between Hartford and Springfield so some tracks could be removed in order to close flood gates. Buses were substituted for the MONTREALER north of New Haven. The same storms were responsible for the derailment of the CAPITOL LIMITED in Pennsylvania (see page 15).....

★★★

ROCK ISLAND RAILROAD officially went out of business May 31, replaced by the Chicago Pacific Corp., which is not a railroad.....

SAN DIEGAN LINE is the subject of an article highly critical of Amtrak, by former Amtrak Board member James Mills, in the June issue of San Diego magazine.....

THE CAL ZEPHYR, detoured thru Wyoming since May 17 because of a mud slide on the Rio Grande (see last issue) was back on its normal route June 4.....

SAN DIEGO METROLINER has been averaging 48 passengers each direction daily. Late figures on the GULF COAST LTD show an average of 234 each way.....

ANTIOCH-PITTSBURG STOP for the SAN JOAQUINS is making progress, with a target date of Oct 28 for dedication.....

News in this issue is updated thru June 7, 1984.

URBAN-SUBURBAN TRANSIT LATE NEWS:

The House of Representatives on June 7 voted to increase transit funding by $400 million per year. The Administration opposes this move, which would be made by allocating more money from the Federal gasoline tax. Los Angeles Metro Rail officials were elated,as the change could bring them much more money to start their subway.

URBAN-SUBURBAN TRANSIT

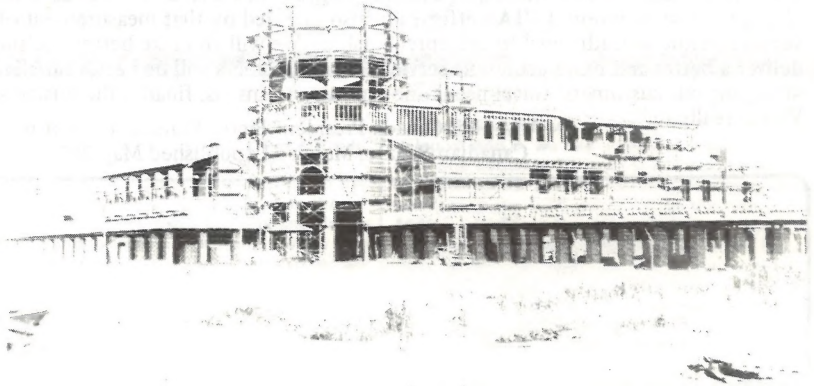
(CONTINUED FROM PAGE 9)

and widespread complaint as the system opened. There were many gripes about the difficulty of obtaining change. Parking lot fees are$1.00 daytime, 50 cents nighttime, and collection machines accept coins and dollar bills but give back no change. One station, Dadeland South, has garage parking, which costs $2 daily and $1 nighttime.

On opening day, the Metro trains maintained a 12-minute headway thruout the day. The normal headway is reportedly 11 minutes. The Budd-built rapid transit cars have a capacity of 74 seated passengers, one wheelchair and 92 standees. The cars are semi-permanently coupled into pairs, so trains will operate with 2, 4, 6 cars, etc.

Sometime after the middle of 1985, the Metromover, a downtown people mover, is expected to open, connecting the Government Center station with the central business district in a looped route. The Metromover is expected to make 40,000 daily trips when it is fully in operation.

Metrorail is just beginning, and ridership patterns won't become predictable for one or two weeks at least. But riders were very enthusiastic about the new transit system as they tried it out. Commented one elderly rider, "It's not like New York."



THE ORANGE COUNTY Transportation Center in Santa Ana CA, a multi-use intermodal facility now under construction, looked like the above photo in April. The facility will be the new Amtrak station in Santa Ana. Photo by Noel T. Braymer.

★★★

SOUTH SHORE RAILROAD will reportedly be sold Sep 1 to a company called the Venango River Corporation, based in Chicago. The Chessie System Railroads, a unit of CSX Corporation, now owns the profitable South Shore line, holding 94% of its stock. Chessie said that the South Shore doesn't fit into its plans. The purchase price will be approximately $29.2 million.

NEW YORK'S MTA may be required to pay UMTA $56 million for its share of the costs of the Flxible buses that the agency has sidelined because of mechanical problems. UMTA said that the MTA did not notify it before withdrawing the buses from service.

THE CALIFORNIA LEGISLATURE seems ready to pass a measure that will require the Los Angeles Metrorail system to begin building a subway in the San Fernando Valley within a year after groundbreaking for the downtown L.A. line. The bill is aimed at cementing support in the Valley For the rapid transit system.

CABLE CAR SERVICE resumed on San Francisco's California Street line June 3, over two weeks ahead of schedule. A formal re-opening of the cable car lines will be held on June 21. Another historic streetcar festival is also planned this year, reportedly to begin sometime in June.

BOOKS

● Two books of railroad history have crossed our desk in the past few weeks. The first is a magnificent book of maps—"Railroad Maps of North America: The First Hundred Years"—published by the Library of Congress. The volume is a 14x11-in hardbound, 186-page book, containing 92 maps in color and b&w, taken from the Library's collection of over 5000. There are also 82 illustrations depicting virtually every aspect of railroading—timetables, ads, lithographs, posters, construction photos and engravings. The coverage is of the U.S., Canada and Mexico. The book would make a perfect coffee table conversation piece. At $28 it seems a real bargain. Order from the Superintendent of Documents, U.S. Gov't Printing Office, Washington DC 20402 (stock no. 030-004-0021-3). Editor of the volume is Andrew M. Modelski.

● "Railroads of Arizona, Vol. III", by David F. Myrick, has just been published. This volume deals with the copper mines of Arizona and their railroads. Copper mining there involved railroading in three gauges, and in steam, diesel and electric. Author Myrick, premier Western historian, has written a number of acclaimed book about railroading and mining. This hardbound book has 344 pages, with 335 illustrations and 39 maps, and is 8½x11 in size. Price is $44.95, and it's available from dealers or the publisher, Interurban Press, PO Box 6444, Glendale CA 91205 (by mail, add $1.50 postage and California sales tax if to a Calif. address).

QUOTES OF THE WEEK***

"I most firmly believe that passenger rail can again have an historic impact upon our country. But, from my vantage point, its development must always be managed like a business, with bottom-line imperatives, rather than as a social program where measurements of effectiveness are inevitably more intangible, more diffuse. I honour the national-interest imperatives in running a passenger railway for Canada. Yet I believe we will all get more satisfaction if VIA's efforts are also directed by that measurement of cost versus revenue so traditional to entrepreneurship. We will all make better decisions and deliver a better and more economic service. Our customers will be better satisfied. And satisfying our customers' travel needs—not running trains—is, finally, the business that VIA is really in."

—VIA Rail Canada President Pierre Franche in brief to Canadian Senate, March 31 (published May 29).

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RAIL FANTRIPS

Jun 16: tour of Amtrak's Beech Grove Maintenance Facility & visit to Indiana Transportation Museum. RT from Chicago, via bus. Lv about 8am, back about 8pm. $29.50. Overland Travel Club, Inc., PO Box 1471, Des Plaines IL 60018.

Jul 7-8, 14-15, 21-22: Murder on the 20th Century, 3 weekend trips, Chicago-Indianapolis-Chicago RT on trains 318/317, special cars, with murder mystery acted out en route. $195 each double occ. 20th Century RR Club, 509 W. Roosevelt Road, Chicago IL 60607. (312) 829-4500 24 hours.

Jul 22, Nesquehoning Valley steam excursion, 2 trips, 9:30am & 2:30pm. $10 each, kids $7.50. Runs Jim Thorpe to Haucks PA RT on ex-CNJ's Nesquehoning Branch. Hwy 209 30mins N of Allentown. Jersey Central Chapter NRHS, PO Box 700, Clark NJ 07066.

Aug 2-4: Seattle-Chicago one way on private cars Lehigh Valley 353 & Clover Colony. Uppers, lowers & bdrms $825-915 incl all meals & beverages. Runs on EMPIRE BUILDER. David L Ross, 300 Winston Drive no. 2020, Cliffside Park NJ 07010. (201) 886-1359.

Aug 25: RRE 50th anniversary celebration, Boston Trolley Tour; historic Boston streetcars 5734 & 3295. Covers entire Boston Green Line incl Watertown line (out of service since 1969). Limit 80. $18. Massachusetts Bay RR Enthusiasts Inc., PO Box 136, Ward Hill MA 01830.

Aug 26: 50th anniversary of world's first railfan excursion. Re-creation of 1st fantrip, incl very rare mileage—ex-B&A North Adams Branch from North Adams to Pittsfield. B&M/MBTA equipment. $39. Massachusetts Bay RR Enthusiasts, PO Box 136, Ward Hill MA 01830.

Send large SASE when responding to listings. One Rail Fantrips listing is free. Send full info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

WORLD'S FAIR DAYLIGHT (continued from page 14)

the East Coast. Rumor was that one individual traveled from France to ride the train.

All went well as the 4449 steamed down the SP's commute line, until Palo Alto when the auxiliary tender developed a hot box and flames shot forth. We limped into Mountain View after a long delay, and left the tender there (it joined the train later at L.A.).

There were more stops for water. We took the Milpitas line (new for me) and went via Oakland, Martinez, Tracy (a water stop), then along the SP to Fresno. It was nice to cover track we hadn't ridden on since 1971. The two lounge cars on the train sold only Henry Weinhard and Blitz beers, both from Oregon, plus other drinks. Orange napkins carried the "Daylight" logo and outlined the train's route. Coasters sported the same symbol. T shirts, caps, decals, bumper strips and records had brisk sales.

The air conditioning went out on five of the cars by the end of two days of hot valley running, including the observation car, reserved for media and invited guests.

Over Tehachapi, there were two Daylight-painted diesel helpers, 7399 and 7342 on the point. At one of the stops that day, a character in new overalls and a makeshift oilcan tried to "crash" the engine cab, but was rejected.

At Mojave, there wasn't enough time to run across the street for a quick Wendy's double.

At Lancaster, a stop for "4449 Day". At Honby, milepost 446.9, we had a photo run-past, our only one between S.F. and L.A. It was a very beautiful curve, and the locomotive slipped a bit backing up the 1.3% grade. After the runby, the 4449 couldn't get the train started back to us so we all had to walk 200 feet or so down the track to clamber aboard. This created a gap in mileage for those who needed this line. However, a quick meeting of the "Mileage Rules Committee" unanimously decided that the gap would indeed be counted—after all, it was only one train length.

Thru the Newhall tunnel, helpers were again added "to keep the locomotive from getting dirty" while blasting inside the tunnel (shades of Cuesta Grade in 1977), thus angering many trackside railfans.

The 4449 looked great steaming into Los Angeles and was the star on TV news. A couple of days later, we chased it east via Pomona, Colton, Indio and the Salton Sea. Helpers—not the Daylight-painted ones, but four standard units—took it in tow over Beaumont, but it drifted into Indio on its own. There was extra-fast running thru Niland, etc., with motorcaders doing horizontal lead-frogging at 90mph. We forsook that scene.

And so the "Daylight" proceeded on its way, to be back in Los Angeles by June 17, whence more chances for good pictures north along the coast.

Consist of the "Daylight": engine 4-8-4 4449, auxiliary tender (originally ran behind cab-forward 4219; cars "Miln D. Gillespie", ex-SP 3300, P-S 1937, original Daylight combo car; "Mt. Hood" lounge sleeper ex-SP&S, P-S 1950; (first two cars used a s crew cars) "Sonoma" ex-SP2355 48-seat coach P-S 1954; "Mendocino", ex-SP 2358, 48-seat coach, P-S 1954; "Humboldt", ex-SP 2361, 48-seat coach, P-S 1954; "Tuolumne", ex-SP 2392, 48-seat coach, P-S 1949; PAR 2397, ex-SP 2397, 48-seat coach, P-S 1949; "Stanislaus", ex-SP 2395, 52-seat coach, P-S 1949; "Red River", ex-GN 1147, 68-seat coach, ACF 1950; "San Joaquin", ex-SP 2241, 86-seat coach (ex-Timberline Lounge) P-S 1949; "Shasta", lounge, ex-SP 2385, P-S 1949; "Lake Pepin" diner, ex-Frisco 650, P-S 1948; "Appekunny Mountain", observation lounge, ex-GN, ACF 1951.

EXPRESS ADS

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DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

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STAMFORD CT Aug 10-11 1984. Annual convention and show of the National Association of Timetable Collectors. Friday Aug 10: open to NAOTC members and registered dealers ONLY, Saturday Aug 11 open to the public from 9am to 3pm. Over 60 tables available to NAOTC Members and Railroad paper dealers ONLY. Complete details from Max Brunswick, Chairman, 155 West Rock Avenue, New Haven CT 06515. The location will be the modern Marriott Hotel, next to Amtrak/Metro North rail station in Stamford. Plan to attend America's largest paper-only show. Saturday admission $2 per person. The NAOTC Annual Convention is held in the Northeast only once every three years. Don't wait till 1987 to see this outstanding sale of rail, trolley, bus, air timetables, Employee Timetables, Guides, Postcards and all transportation paper.

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Milwaukee, Missouri Pacific, Northern Pacific, Rock Island, Southern Pacific, UnionPacific and Western Pacific uniform button blazer sets, two large, six small, $4.95 or any four $16.95. Joseph Lajoie, Box 3, Methuen, Mass. 01844.

AMTRAK'S LEGAL STATUS: In a letter printed in the March issue of Trains (p.53), Amtrak's president officially denied that the corporation is a "government agency" and claimed that it is a "private corporation." It is difficult to understand why Mr. Claytor would knowingly make such an obviously baseless and false assertion, in view of the following: (1) sec. 804 of Pub. L. 91-518, 84 Stat. 1340 (1970), the RPSA, subjects Amtrak to the audit, depository, and borrowing provisions of the Government Corporation Control Act of 1945 by expressly designating Amtrak a "mixed-ownership Government corporation"; (2) the current GCC law, ch. 91 of title 31, expressly names Amtrak one of 23 federal "Government corporations" subject to its provisions; (3) the Comptroller General held in decision B-114829, 57 Comp. Gen. 773 (1978) that Amtrak is a "Government controlled corporation" as defined in 5 U.S.C. 103(2) and an "agency" of the government as defined in 5 U.S.C. 552(e) and 552b(a)(1), and 44 U.S.C. 1501; (4) Amtrak is an "agency" as defined in 5 U.S.C. 551(1) and 701(b)(1) because "Government corporations" are not listed among exemptions (A) to (H); (5) an "administrative agency" as defined in 5 U.S.C. 572(2) because it is an "agency" as defined in 5 U.S.C. 551(1); (6) an "agency" as defined in 5 U.S.C. 601(1) because it is an "agency" as defined in 5 U.S.C. 551(1); (7) an "Executive agency" of the United States as defined in 5 U.S.C. 105 because it is a "Government corporation" as defined in 5 U.S.C. 103; (8) an "agency" as defined in 18 U.S.C. 6 and 28 U.S.C. 451 because Amtrak is clearly "a corporation in which the United States has a proprietary interest"; (9) a "Federal agency" as defined in 12 U.S.C. 2282(1) because it is "a corporation ... established by the Congress which is owned ... in part by the United States"; (10) a "Federal agency" as defined in 40 U.S.C. 472(b) by Amtrak's own admission in Sentner v. Amtrak, 540 F.Supp. 557, 560 (D.N.J. 1982); (11) a "Federal agency" as defined in 29 U.S.C. 633a(a), 42 U.S.C. 2000e-16(a), sec. 6 of Exec. Order No. 11478, and 29 C.F.R. 1613.201(b) because it is an "Executive agency" as defined in 5 U.S.C. 105; (12) Amtrak's end-of-FY83 balance sheet shows that 95.7 percent of its capitalization is owned by the United States; (13) Pub. L. 97-257, 96 Stat. 852-53 (1982), exempted Amtrak from all state and local taxation on the ground that Amtrak is an instrumentality of the United States; and (14) the four owners of Amtrak common stock are no longer permitted to participate in the management of the corporation. Whether a government corporation is an insurer (FDIC, FSLIC), a lender (GNMA, Commodity Credit Corporation), a utility (TVA), a manufacturer (Federal Prison Industries, Inc.), or a railroad (USRA, Amtrak) has no bearing whatsoever on its "agency" status. Moreover, the Alaska Railroad is both a railroad an an "agency" of the United States.

Rate The Trains

You can participate in RTN's train rating surveys. Submit your ratings now of regularly-scheduled North American passenger trains (not commuter) that you have personally ridden since April 28, 1984.

INSTRUCTIONS: Rate each train on each of the 11 categories (A-K) listed below: (A) Your overall impression of the train, taking everything into account; (B) Service from operating crew (conductor, etc.); (C) Dining or snack crew service; (D) Lounge crew service; (E) Food quality; (F) Car mechanical condition; (G) Car cleanliness and housekeeping; (H) Condition of track & roadbed; (I) Desirability of train's schedule; (J) Condition of stations; (K) Appropriateness of type of equipment used.

Use the 9-point rating scale below. Please submit ratings on separate sheet from other correspondence. Thank you for your participation!

1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9

EXTREMELY POOR — AVERAGE, ACCEPTABLE — EXTREMELY GOOD

RTN'S TRAIN RATING FORM

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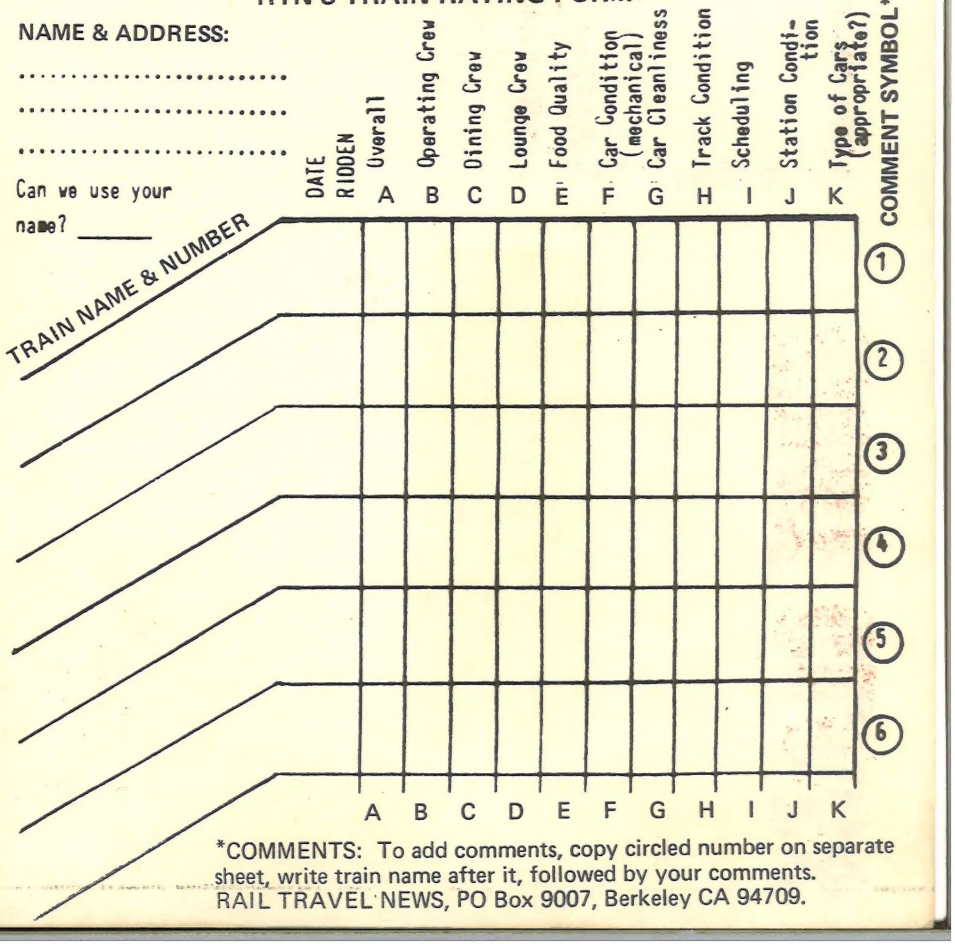

*COMMENTS: To add comments, copy circled number on separate sheet, write train name after it, followed by your comments.

RAIL TRAVEL NEWS, PO Box 9007, Berkeley CA 94709.